

**Decisions of the Cabinet Member for
Neighbourhood Services
(Councillor I Jones)**

13th July, 2012 at 2.30pm
at the Sandwell Council House, Oldbury

Apologies: Councillor Sandars (Policy and Performance Scrutiny Board);
Councillor Khatun (Neighbourhoods and Community Scrutiny Board).

Observers: Councillors E Costigan and P Hughes.

54/12 Previous Decisions

The formal record of the decisions taken by the Cabinet Member for Neighbourhood Services on 8th June, 2012 was confirmed.

Business Matters

55/12 Relocation of The Pound, Church Vale, West Bromwich

It was reported that The Pound was a walled area located on the grass verge between Church Vale and All Saints Way, West Bromwich.

The walled area was a representation of a horse pound that existed in the 1830s and was originally situated on the junction of Heath Lane and Hollyhedge Road, opposite All Saints Church, West Bromwich.

A local resident attended the meeting and expressed concern that the wall was providing a seating area for youths to congregate and cause a nuisance for residents living in the vicinity. The wall was in a poor state of repair and, during the original inspection, glass and litter were present.

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A more suitable location for the wall had been offered at the rear of the new Churchfields housing development by David Wilson Homes. It was therefore proposed that The Pound be moved as this would address residents' concerns, improve the street scene and help to reduce any further incidents of anti-social behaviour.

Members of the West Bromwich Local History Society also attended the meeting and provided reasons why The Pound should remain in its present location.

Following consideration of the representations received, the Cabinet Member was minded to approve the relocation of The Pound to land to the rear of the new Churchfields housing development on All Saints Way.

The costs to remove and rebuild the representation of The Pound would be met by David Wilson Homes.

An equality impact assessment was not required as the proposals concerned procedures which were non-discriminatory in nature.

Decision: That the relocation of The Pound from Church Vale to land to the rear of the new Churchfields housing development on All Saints Way, West Bromwich, be approved.

56/12

Petitions

Details were submitted of petitions received and of the action taken or proposed in each case, as detailed in the Appendix.

Decision: That the action taken or proposed as detailed in the second column, as set out in the Appendix, be approved.

57/12

Petition Requesting Pedestrian Crossing at Londonderry Road, Smethwick

It was reported that a petition had been received requesting a safe crossing at Londonderry Road, Smethwick, between the B & G Liquor Store and the News and Booze Express shop.

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At this location, Londonderry Road was a 10m wide two way single carriageway adjacent to a road traffic island. There was an extended parking bay with provision for taxis adjacent in the westbound lane with extensive parking restrictions elsewhere. An existing zebra crossing was located 90m away. Surrounding land-use was commercial, with vehicular access to private forecourts across the public highway.

The historic injury accident record did not indicate an immediate need to provide a crossing facility to target any recurrent pedestrian casualty trend.

It was proposed that no action be taken in relation to the petition as a pedestrian crossing would direct pedestrians immediately into an area of vehicular movement at an existing dropped kerb location to shop frontages. Vehicles in the existing parking bay would obscure driver visibility to pedestrians waiting at the near-side kerb and removal of the bay would be detrimental to local businesses and the taxi rank. Provision of a crossing facility could also disrupt vehicle movement on the surrounding road network. In addition, a safe crossing facility already existed relatively close to the requested position.

An equality impact assessment was not required as the proposals concerned legal procedures which were non-discriminatory in nature.

Decision:-

- (1) that no action be taken in relation to the petition requesting the introduction of an additional crossing facility on Londonderry Road, Smethwick;
- (2) that the Area Director - Street Scene informs the head petitioner of the decision of the Cabinet Member for Neighbourhood Services.

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58/12

Petition Requesting Relaxation of Parking Restrictions - St James Street, Wednesbury

It was reported that a petition had been received requesting that parking in St James Street, Wednesbury, be allowed after 5.00pm Monday to Friday and at any time at weekends along the section of road near its junction with Holyhead Road.

St James Street was a single carriageway with commercial properties and St James Church fronting the road. The carriageway was 5.3m wide with No Waiting At Any Time restrictions and No Waiting Monday to Saturday 8am to 6pm. On-street parking was available on part of the southern side.

Investigations had revealed that, due to the nature of the road, No Waiting At Any Time restrictions were required to keep the junction clear for vehicles entering St James Street from Holyhead Road. Also, due to the width of the road, the existing restrictions were required to prevent the road being obstructed and also protected vehicular access to business premises. Some limited reduction in the extent of the double yellow lines was proposed to maximise the number of parking spaces available.

Informal consultations with business owners had indicated that deliveries were not received after 5pm on weekdays or on Saturdays. Consequently, subject to formal consultation on the Traffic Regulation Order, it was possible to relax the No Waiting restriction to Monday to Friday 8am to 5pm as requested by the petitioners.

An equality impact assessment was not required as the proposals concerned legal procedures which were non-discriminatory in nature.

Decision:-

- (1) that, subject to consultation, the amendment to the Traffic Regulation Order at St James Street, Wednesbury, to no waiting Monday to Friday 8am to 5pm, be approved;

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- (2) that the Area Director - Street Scene be authorised to complete the necessary procedures to make the relevant Order;
- (3) that the Director - Legal and Governance Services be authorised to undertake the necessary legal procedures to seal the Order to bring the proposal referred to in Decision (1) above into effect;
- (4) that the Area Director - Street Scene submits a further report to the Cabinet Member for Neighbourhood Services on any unresolved issues.

59/12

Review of Parking Restrictions - Perry Hill Road/Bleakhouse Road/Castle Road West Junction, Oldbury (Area 3 - Brandhall, Warley, Langley and West Smethwick)

It was reported that Perry Hill Road/Bleakhouse Road/Castle Road West/Holly Road/Brennan Road, Oldbury, was a five arm priority controlled junction with a large triangular area with the physical layout of the junction involving a number turning manoeuvres. Also fronting onto the junction were retail shops, a large convenience store with post office and some private forecourts.

Following a review of the parking restrictions in Area 3, on 18th March 2005, the former Cabinet Member for Neighbourhoods and Housing approved proposals to introduce No Waiting At Any Time restrictions at the junction and, following the resolution of objections, the parking restrictions came into force in July 2006.

In November 2006, the Council received a 250 signature petition requesting removal of waiting restrictions which were alleged to have a detrimental effect on the trading and operation of the shops. The petition also requested the introduction of short stay parking restrictions.

Following extensive consultation with interested parties, including ward members, on 13th April 2007, the former Cabinet Member for Neighbourhoods and Housing approved the revocation of the waiting restrictions. A further review and report on parking at the junction was also requested by the Cabinet Member.

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During the statutory consultation period for the revocation of waiting restrictions, only one letter of objection had been received. This objection was overruled by the decision of the Cabinet Member on 13th April, 2007.

The objector subsequently pursued a complaint with the Council which principally concerned the planning process for an application for a one stop shop and was referred to the Ombudsman. The complaint included parking issues and a challenge that a review of parking had not been reported to the relevant Cabinet Member. A request by the Ombudsman to carry out the parking review required by the Cabinet Member in 2007 was confirmed as part of the Ombudsman's decision in June 2011.

Technical reviews had been undertaken of the layout and accident record at the junction. There had been only two minor accidents involving cars over a five year period. Consequently, intervention at this junction would be a low priority compared to many other junctions within the borough. The priority for the Council was to use available resources to reduce the 116 deaths and serious injuries caused by road traffic accidents within Sandwell last year.

Officers had monitored parking at this location and the parking patterns in the area were well established since the revocation of double yellow lines. There had been no other queries or complaints regarding the removal of double yellow lines. Local ward members had been consulted and they were not aware of any outstanding parking issues at this location.

The agreed public consultation proceeded on 7th October, 2011 when a questionnaire was sent out to 46 residents and businesses around the junction.

Results of the public consultation were as follows:-

- nineteen questionnaires were returned;
- thirteen were happy with the existing parking arrangements;
- five voted 'No' not being happy with the existing waiting restrictions;
- one questionnaire was not completed.

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As stated on the questionnaire, respondents not returning the form would be counted as being satisfied with the existing parking restrictions.

The results indicated that only five out of the 46 consulted would prefer a change to the existing parking restrictions. Consequently, with a large majority in favour of the current arrangements, and taking into account the findings of the technical reviews of the junction, no further interventions or amendments to traffic regulations were proposed.

An equality impact assessment was not required as the proposals concerned legal procedures which were non-discriminatory in nature.

Decision:-

- (1) that no action be taken in relation to further amendments to parking restrictions or changes to the junction of Perryhill Road/Bleakhouse Road/Castle Road West/Holly Road/Brennan Road, Oldbury;
- (2) that the Area Director - Street Scene informs the objectors of the decision of the Cabinet Member for Neighbourhood Services.

60/12

Proposed Parking Restrictions - Service Area Rear of 151-165 High Street, West Bromwich

It was reported that a request had been received from officers within Estate Management for the introduction of a Prohibition of Parking Traffic Regulation Order for the service area to the rear of 151-165 High Street, West Bromwich. The Order would have the effect of preventing parking at any time and would only allow loading/unloading to take place.

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At present, unauthorised parking occurred in the service area preventing delivery vehicles from gaining access. A private company had been issuing permits allowing motorists to park in this area, which was Council land. To prevent this illegal activity, it was recommended that a Prohibition of Parking Traffic Regulation Order be introduced which would be enforced by Civil Enforcement Officers employed by the Council.

The proposal was subject to consultation in conjunction with the advertising of Traffic Regulation Orders and any unresolved objections would be reported back to the Cabinet Member for Neighbourhood Services for decision.

The estimated cost for the introduction of a Traffic Regulation Order, including legal fees, signing and lining was £1500 and would be funded from the Parking Account.

An equality impact assessment was not required as the proposals concerned legal procedures which were non-discriminatory in nature.

Decision:-

- (1) that the introduction of a Prohibition of Parking Traffic Regulation Order for the service area to the rear of 151-165 High Street, West Bromwich, as shown on Drawing No. 38,692 S/4, be approved;
- (2) that the Area Director - Street Scene be authorised to complete the necessary procedures to make the relevant Order;
- (3) that the Director - Legal and Governance Services be authorised to complete the necessary legal procedures to seal the Order;
- (4) that the Area Director - Street Scene submit a further report to the Cabinet Member for Neighbourhood Services on any unresolved matters.

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61/12

Boroughwide Review of Parking Restrictions

Approval was sought to the introduction of amendments to Traffic Regulation Orders, which regulated waiting restrictions throughout the Borough, in order to address parking problems which had been brought to the Council's attention.

The proposed amendments were:-

- Shireland Road, Smethwick - change to a section of limited waiting to residents parking Monday - Saturday 8am - 6pm with a limited waiting inclusion of two hours no return within one hour;
- Stony Lane, Smethwick - relocation of bus stop and alteration to existing limited waiting and No Waiting At Any Time to accommodate the change;
- Trafalgar Road, Smethwick - introduction of a short section of No Waiting At Any Time to prevent obstruction to garage access;
- Barleycorn Drive, Smethwick - introduction of a No Waiting At Any Time restriction at its junction with, and including, Shireland Road to protect the junction;
- Gilbert Road, Smethwick - introduction of a section of No Waiting At Any Time on the northern side to protect the parking facility to the rear of 153-172 Gilbert Road and the bend opposite the junction with Clent View;
- Poplar Road, Bearwood - introduction of a section of No Waiting Monday - Saturday 8am - 6pm and limited waiting Monday - Saturday 6pm – 8am two hours no return within two hours, on the west side between its junction with Anderson Road and Bearwood Road to provide parking for local businesses;
- Old Chapel Road, Smethwick - introduction of a section of No Waiting At Any Time opposite its junction with Davison Road to keep junction clear and improve road safety;
- Thompson Road, Smethwick - introduction of a section of No Waiting At Any Time on the bend fronting 29-31 and at its junction with, and including, Old Chapel Road to improve road safety;

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- Monkton Road, Oldbury - introduction of No Waiting At Any Time at its junction with, and including, Apsley Road, to keep junction clear and improve road safety;
- Elm Croft, Oldbury - introduction of No Waiting At Any Time at its junction with, and including, Oak Road to keep junction clear and improve road safety;
- Hales Lane/Manor Road traffic island, Smethwick - introduction of No Waiting At Any Time on all sides to keep junction clear and improve road safety;
- Leicester Close, Smethwick - introduction of a length of No Waiting At Any Time on the western side to prevent obstructive parking;
- Castle Croft, Oldbury - introduction of No Waiting At Any Time at its junction with, and including, Castle Road East to keep junction clear and improve road safety;
- Lenwade Road, Oldbury - introduction of No Waiting At Any Time at its junction with, and including, Harborne Road to keep the junction clear and improve road safety;
- Coopers Lane, Smethwick - extension of existing No Waiting At Any Time on the southern side from its junction with Firs Lane to the school entrance marking and introduction of a further No Waiting At Any Time restriction opposite at its junction with, and including, Holly Street, to keep junction clear and improve road safety;
- Langley Green Road, Oldbury - introduction of No Waiting At Any Time at its junction with, and including, Causeway Green Road and New Henry Street to improve visibility and road safety;
- Kenelm Road, Oldbury - introduction of No Waiting At Any Time at its junction with, and including, Farm Road, to keep junction clear and improve road safety;
- Elizabeth Crescent, Oldbury - extension of existing No Waiting At Any Time restriction on the southern side at its southern junction with Princess Road to prevent obstruction;

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- Spring Walk, Oldbury - extension of existing No Waiting At Any Time restriction on the northern side and into Whyley Walk to prevent obstruction;
- Dogkennel Lane, Oldbury - introduction of a section of No Waiting At Any Time fronting the entrance to The Orchard, to prevent obstructive parking and improve visibility and road safety;
- West End Avenue, Smethwick - introduction of No Waiting At Any Time on both sides towards the end of the avenue to protect access to parking areas;
- Broadway, Smethwick - introduction of No Waiting At Any Time on the south side of the service road serving nos. 55-81 and onto the main road to protect the junctions and extension of the existing No Waiting At Any Time on the northern side at its junction with Bleakhouse Road;
- Bleakhouse Road, Smethwick - extension of existing No Waiting At Any Time north from its junction with Broadway to protect the pedestrian crossing;
- Woodgreen Road, Oldbury - introduction of No Waiting At Any Time at both of its junctions with Hagley Road West service road, to prevent obstruction;
- Hagley Road West, Oldbury - extension of existing No Waiting At Any Time on the eastern side of the central access to the service road fronting nos. 522-524 to protect drop kerb;
- Western Road, Oldbury - introduction of a section of No Waiting At Any Time on both sides to protect entrances to Langley Green Station car park and Samuel Grove works entrance adjacent;
- Halfords Lane, Smethwick - extension of school entrance restriction time from 4pm to 6pm to allow for after school activities;

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- Darby Street, Blackheath - extension of existing No Waiting At Any Time from its junction with Union Street to cover car park entrance, and a new section of No Waiting At Any Time on the west side near its junction with High Street to protect the pinch point;
- Hickmans Avenue, Cradley Heath - reduction of existing No Waiting At Any Time on the northern side fronting 4-8 Hickmans Avenue to improve parking for residents;
- Bannister Street, Cradley Heath - extension of existing No Waiting At Any Time restriction on the western side, in a southerly direction, to improve road safety;
- Regent Avenue, Tividale - introduction of No Waiting At Any Time at its junction with, and including, Regent Road to improve visibility and road safety;
- Flash Road, Oldbury - introduction of a section of Residents Parking Monday to Saturday 8am - 6pm, except limited waiting one hour no return within two hours and sections of No Waiting At Any Time both sides and at its junction with, and including, John Street;
- Union Street, West Bromwich - introduction of a section of No Waiting At Any Time on the south side fronting the entrance to Steel and Alloy Processing Ltd to improve access;
- Brindlefields Way, Tipton - introduction of a section of No Waiting At Any Time to protect access to properties between nos. 33 and 43;
- Beeches Road, West Bromwich - introduction of a section of No Waiting At Any Time opposite junction with Mountbatten Close to protect car park entrance;
- Lower Church Lane, Tipton - introduction of a section of No Waiting Monday - Friday 8am – 4pm and No Loading Monday - Friday 8am – 4pm to extend school entrance markings and a length of No Waiting At Any Time to protect property access;

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- Alexandra Way, Tividale - introduction of No Waiting At Any Time at its junction with, and including, Hill Road to keep junction clear and improve road safety;
- Park Lane East, Tipton - introduction of sections of residents parking Monday - Saturday 8am - 6pm except limited waiting Monday - Saturday 8am - 6pm one hour no return within two hours, on both sides near its junction with Lower Church Lane, and adjustment of existing No Waiting At Any Time to accommodate new limited waiting restrictions;
- Lower Church Lane, Tipton - introduction of a section of limited waiting Monday - Saturday 8am - 6pm two hours no return within three hours on the west side between its junctions with Park Lane East and Horseley Heath;
- Alexandra Road, Tipton - introduction of three sections of No Waiting Monday – Friday 8am – 4pm on the northern side fronting the school to improve road safety;
- Alexandra Road, Tipton - introduction of No Waiting At Any Time both sides from its junctions with, and including, Upper Church Lane and Lower Church Lane, to keep junction clear and improve road safety;
- Bilston Road, Wednesbury - introduction of No Waiting At Any Time both sides from the termination of the red route to cover the bend west of its junction with The Close and school entrance markings to protect the school gate Monday – Friday 8am – 4pm, to improve road safety;
- Tantany Lane, West Bromwich - introduction of No Waiting At Any Time both sides at its junctions with, and including, Wellington Street and Bernard Street. Also a new section of No Waiting Monday - Friday 8am – 4pm from the southern end of the existing school entrance marking, to prevent obstruction;
- Park Crescent, West Bromwich - introduction of No Waiting At Any Time at its junction with, and including, Seagar Street, to improve visibility and road safety;

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- Lloyd Street, West Bromwich - extension of existing No Waiting At Any Time restrictions on both sides from its junction with Reform Street and Seagar Street to improve access;
- New Street North, West Bromwich - adjust existing restrictions at junction with, and including, Seagar Street to reflect new layout;
- Bevan Way, Smethwick - introduction of No Loading Monday - Friday 7am-6pm on both sides on remaining unrestricted loading lengths;
- George Street, West Bromwich - make all existing limited waiting bays pay and display, maximum stay two hours, charges to be the same as existing on-street charges in West Bromwich town centre;
- High Street, West Bromwich, south east of Lombard Street - extension of existing pay and display bays on both sides, reducing existing loading bay and No Waiting At Any Time restrictions respectively;
- Lombard Street, West Bromwich - extension of existing pay and display bay 8m towards Church Street;
- Sandwell Road, Mill Street, West Bromwich - introduction and extension of existing No Waiting At Any Time from Sandwell Road into Mill Street to accommodate new road layout;
- Reform Street, West Bromwich - replacement of existing No Waiting Monday - Saturday 8am - 6pm with No Waiting At Any Time at two locations between Cooper Street and Treddles Lane to accommodate new road layout;
- New Street, Cronehills Linkway, West Bromwich - introduction of restricted parking zone to accommodate new road layout and prevent obstruction;
- Moor Street, West Bromwich - replacement of two sections of No Waiting Monday - Saturday 8am - 6pm with No Waiting At Any Time between Barton Street and Bowater Street;
- Legge Street, West Bromwich - introduction of a section of No Waiting At Any Time to protect access to parking area;

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- Oak Lane, West Bromwich - introduction of a section of No Waiting At Any Time to protect access to parking area;
- Boulton Road, West Bromwich - introduction of No Waiting At Any Time at junction with Boulton Square and Arthur Street to protect the junction and improve road safety;
- Bell Street, Haines Street and Watton Street, West Bromwich - introduction and extension of No Waiting At Any Time at its junctions to protect the junction and improve road safety;
- Railway Street, Harwood Street and Guns Lane, West Bromwich - introduction of No Waiting At Any Time to prevent obstructive parking and improve road safety;
- Duke Street, West Bromwich - extension of No Waiting At Any Time at both ends to protect junctions, prevent obstructive parking and improve road safety;
- Old Flour Mills, Charity Bick Way, The Sidings, Southwell Walk and Lyttleton Street, West Bromwich - amendment to length of existing residents' parking bays and No Waiting At Any Time to reflect changes as the development was completed (part of the development agreement was to introduce a Residents' Parking Scheme);
- area to the north of Turks Head Way, west of Lyng Lane, south of Frank Fisher Way and east of Moor Street, West Bromwich - introduction of a Residents' Parking Zone to be implemented as the development was completed (part of the development agreement was to introduce a Residents' Parking Scheme).

The changes were subject to consultation in conjunction with the advertising of the Traffic Regulation Orders. Any unresolved objections would need to be reported back to the Cabinet Member for Neighbourhood Services for a decision.

The estimated cost to amend the Traffic Regulation Orders, including advertising, new signs, lining and installation of ticket machines, was £16,720 and would be funded from the Parking Account.

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Approval was also sought to proceed with all future amendments to Traffic Regulation Orders without prior approval by the Cabinet Member for Neighbourhood Services. This would reduce the time taken to implement Traffic Regulation Orders. Only objections arising from the advertising of the proposals would be reported to the Cabinet Member for Neighbourhood Services for a decision.

An equality impact assessment was not required as the proposals concerned legal procedures which were non-discriminatory in nature.

Decision:-

- (1) that amendments to the following Traffic Regulation Orders be approved, as shown on Drawing Nos. 38676 S/4:-
- the Borough Council of Sandwell (West Bromwich Town Centre) (Traffic Regulation Order No. 8) 2010;
 - the Borough Council of Sandwell (Area No. 1 Smethwick and Cape Hill) (Traffic Regulation Order No. 4) 2010;
 - the Borough Council of Sandwell (Area No. 2 Bearwood) (Traffic Regulation Order No. 3) 2011;
 - the Borough Council of Sandwell (Area No. 3 Brandhall, Warley, Langley and West Smethwick) (Traffic Regulation Order No. 9) 2011;
 - the Borough Council of Sandwell (Area No. 4 North Smethwick) (Traffic Regulation Order No. 6) 2009;
 - the Borough Council of Sandwell (Area No. 5 Cradley Heath, Old Hill and Blackheath) (Traffic Regulation Order No. 12) 2012;
 - the Borough Council of Sandwell (Area No. 6 Tipton, Tividale and Oldbury) (Traffic Regulation Order No. 11) 2011;
 - the Borough Council of Sandwell (Area No. 7 Wednesbury, Great Barr and West Bromwich) (Traffic Regulation Order No. 8) 2011;

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- (2) that subject to Decision (1) above, under sections 45 and 46 of the Road Traffic Regulation Act 1984 (charge for parking at on-street parking places), the scale of charges be set as follows:-

For West Bromwich Town Centre:-

Monday to Saturday 8.00am – 6.00pm

| | |
|------------------|-------|
| Up to 30 minutes | 40p |
| Up to 1 hour | 80p |
| Up to 2 hours | £1.60 |

For all other areas:-

Monday to Saturday 8.00am – 6.00pm

| | |
|------------------|------|
| Up to 30 minutes | 20p |
| Up to 1 hour | 40p |
| Up to 2 hours | 80p; |

- (3) that, subject to Decision (1) above, the Area Director - Street Scene be authorised to complete the necessary procedures to make the relevant Order(s) and any relevant notices for the introduction of parking charges;
- (4) that, subject to Decision (2) above, the Director - Legal and Governance Services be authorised to seal the relevant Order(s);
- (5) that the Area Director - Street Scene submit a further report to the Cabinet Member for Neighbourhood Services on any unresolved matters;
- (6) that the Council's Traffic Regulation Order process be amended whereby only those proposals which result in objections are reported to the Cabinet Member for Neighbourhood Services for decision;

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- (7) that, subject to Decision (6) above, the Leader of the Council be requested to amend the Scheme of Delegations to Officers, as set out in Part 3 (Responsibility of Functions) of the Council's Constitution, so as to include the following delegation to the Area Director - Street Scene:-

Amendments to Traffic Regulation Orders

To approve proposals for amendments to Traffic Regulation Orders and to implement the necessary legal procedures to bring the revised Traffic Regulation Order into effect;

- (8) that, subject to Decision (7) above, the Director - Legal and Governance Services be authorised to amend the Scheme of Delegations to Officers in accordance with article 7.06 of the Council's Constitution.

62/12

Proposed Changes to Structural Weight Limits on Bridges in Sandwell

It was reported that, for structural and safety reasons, it was often necessary to prohibit vehicles above a maximum gross weight from driving over certain bridges in Sandwell.

Where restrictions were required, a traffic order and signing conforming to prescribed regulations was required for a legally robust and enforceable structural weight restriction.

Gilberts Bridge, Britannia Road, Tividale, was owned by the Canal and River Trust (formerly British Waterways) and, following a structural assessment, the Canal and River Trust confirmed that changes were required to the existing consolidated traffic order and additional signing was also required at this location. The maximum gross weight would change from 18t to 7.5t.

The Canal and River Trust requested that the Council completed the necessary works. The estimated cost of the legal procedures and installation of traffic signs to give effect to the Order was £6,900 and would be met by Canal and River Trust.

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Decision:-

- (1) that the amendment to the structural weight limit consolidation order at Gilbert Bridge, Britannia Street, Tividale, from 18t to 7.5t, and installation of signage, be approved;
- (2) that the Director - Legal and Governance Services be authorised to undertake the necessary legal procedures to bring the proposals referred to in Decision (1) above into effect.

(Proceedings ended at 3.12 pm)

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| Contact Officer: Trisha Newton Democratic Services Unit 0121 569 3193 |
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Appendix

Petitions

| | Petition Received From | Action Taken/Proposed |
|----|--|---|
| 1. | Traders in High Street, West Bromwich, requesting parking permits during the temporary exclusion zone. | Officers have met with the petitioner on site and permits provided for two vehicles per business whilst the exclusion zone is in place. |
| 2. | Residents of Coles Lane, West Bromwich, requesting security gates at both ends of the right of way in Leacroft Grove at the rear of Coles Lane and Witton Lane. | This matter was being investigated by officers within the Communities Unit and a further report would be submitted to the Cabinet Member in due course. |
| 3. | Residents of The Bantocks, West Bromwich, requesting the introduction of a dome hawk camera on the alleyway leading to the Metro Line Station. | Officers had met with residents on site. A Neighbourhood Watch scheme was to be set up which would give residents the opportunity to access more readily crime and anti social behaviour information in the area and to open a direct line of communication with the Police. Due to limited resources the provision of a dome hawk camera was unlikely at the present time. |
| 4. | Residents in the vicinity of Barrs Road, Valley Road and Timbertree Primary School requesting a managed light crossing between Barrs Road and Valley Road, Cradley Heath, making a safe crossing for children attending Timbertree Primary School. | This matter was being investigated by officers within Highways and a further report would be submitted to the Cabinet Member in due course. |
| 5. | Residents of Barncroft Street, West Bromwich, regarding the condition of the pavement outside properties in Barncroft Street. | This matter was being investigated by officers and a further report would be submitted to the Cabinet Member in due course. |

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| | Petition Received From | Action Taken/Proposed |
|-----|---|---|
| 6. | Residents and parents of pupils attending Joseph Turner School requesting a speed hump outside the school to reduce speed making it safer for pupils to cross. | This matter was being investigated by officers within Highways and a further report would be submitted to the Cabinet Member in due course. |
| 7. | Residents of Hydes Road, Wednesbury, concerning trees in Hydes Road lifting pavements, problems with leaves, roots spreading under gardens and leaves blocking gutters. | Officers have visited the site, however, were unable to find any trees lifting the footway to a point where it would be considered to present a hazard. The policy of the Council was to retain healthy trees wherever possible. Arrangements had been made for works to reduce the lateral spread of the branches over properties as far as reasonably practical which would hopefully reduce the amount of Autumn leaves falling and thus reduce the issue with leaves and twigs. |
| 8. | Residents in the vicinity of Londonderry Road, Oldbury requesting a safe crossing at the bottom of Londonderry Road (near island) between B&G Store and paper shop. | See Decision No. 57/12. |
| 9. | Residents of Spring Crescent, Cradley Heath, requesting consideration of residents parking scheme. | This matter is being investigated by officers within Highways and will be reported back to the Cabinet Member at a future meeting. |
| 10. | Residents of Bearwood Road, Smethwick, expressing concern regarding residents parking since yellow lines have been installed. | This matter is being investigated by officers within Highways and a further report would be submitted to the Cabinet Member in due course. |

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| | Petition Received From | Action Taken/Proposed |
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| 11. | Residents of Westbury Road and Westbury Avenue, Wednesbury, concerning anti social behaviour, noise late at night, street cleansing and a request for a No Ball Games sign. | This matter was being investigated by officers within the Communities Unit, Street Scene and Sandwell Homes and a further report would be submitted to the Cabinet Member in due course. |
| 12. | Residents and visitors in the vicinity of St James Street, Wednesbury, requesting relaxation of parking restrictions in St James Street to allow parking after 5.00pm weekdays and any time at weekends. | See Decision No. 58/12. |
| 13. | Residents of Salisbury Road, Smethwick, requesting that Salisbury Road be made one way due to volume of traffic, congestion and damage to parked vehicles. | This matter was being investigated by officers within Highways and a further report would be submitted to the Cabinet Member in due course. |
| 14. | Residents of Hamstead Road, Great Barr, requesting that the slip road fronting 131-147 Hamstead Road be made one way as the road was not wide enough for two cars to pass. | This matter was being investigated by officers within Highways and a further report would be submitted to the Cabinet Member in due course. |
| 15. | Residents of Herbert Street, West Bromwich, requesting a residents parking scheme in Herbert Street. | This matter was being investigated by officers within Highways and a further report would be submitted to the Cabinet Member in due course. |
| 16. | Parents of children at Tividale Community Primary School, Dudley Road West, Tividale, requesting a replacement school crossing patrol operative. | This matter was being investigated by officers within Highways and a further report would be submitted to the Cabinet Member in due course. |
| 17. | Gurdwara Amrit Parchar Dharmik Diwan, Birmingham Road, Oldbury, requesting parking on Birmingham Road between 10am and 3pm on Sundays and 6pm and 10pm on Diwali day. | This matter was being investigated by officers within Highways and a further report would be submitted to the Cabinet Member in due course. |

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| | Petition Received From | Action Taken/Proposed |
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| 18. | Blackheath Business and Community Association requesting improvements to the public toilets in Blackheath Town Centre. | This matter was being investigated by officers within Regeneration and Economy and a further report would be submitted to the Cabinet Member in due course. |
| 19. | Residents of Okehampton Drive, West Bromwich, requesting that the land between house nos. 21 and 23 Okehampton Drive be fenced off. | Work had started on site to remove the connecting path and cost estimates were being sought to fence the area. |
| 20. | Residents of Bannister Road, Wednesbury, requesting parking bays in Bannister Road opposite Leabrook Church. | This matter was being investigated by officers within Highways and a further report would be submitted to the Cabinet Member in due course. |
| 21. | Sandwell taxi drivers regarding the cost of the medical fee and the Council's policy that all medicals must be carried out by Occupational Health and Wellbeing Service. | This matter was being investigated by officers within Licensing Services and a further report would be submitted to the Cabinet Member in due course. |
| 22. | Residents in the vicinity of Bridge Aluminium (Caparo) Woden Road South, Wednesbury, to investigate complaints concerning the smoke and smell emissions coming from the Caparo Foundry in Woden Road South. | Officers were carrying out investigations into allegations of odour in and around the Woden Road South area and a further report would be submitted to the Cabinet Member in due course. |

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| | Petition Received From | Action Taken/Proposed |
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| 23. | Residents of John Wesley Way, Old College Drive and Tame Crossing, Wednesbury, requesting closure of the access under the bridge due to anti social behaviour. | On 21 st April 2011, the Cabinet Member for Neighbourhood Services undertook a site visit with local ward members. This matter was being investigated by officers within Highway Services in conjunction with local ward members. A further report would be submitted to the Cabinet Member in due course. |
| 25. | Residents of Bannister Road, Wednesbury and from various roads in surrounding area requesting funding for parking bays in Bannister Road, opposite Leabrook Church so as to alleviate problems for users of Leabrook Committee. | This matter is being investigated by officers within Highways and will be reported back to the Cabinet Member at a future meeting. |